

GOMPERS SCORES

Federation Sustains Labor
Head in 8-Hour Fight.Refuses to Endorse Legislative
Methods for Short Day.FOR ECONOMIC PRESSURE ONLY
Delegates Stirred by Stormiest
Session in Years.Dispute Between Gompers and
Fitzpatrick Is Bitter.

San Francisco, Nov. 23.—A resolution endorsing legislative methods in obtaining a universal eight-hour law was defeated by a vote of 4,486 to 2,394 at the final session of the thirty-fifth annual convention of the American Federation of Labor, after a heated debate between President Gompers and John Fitzpatrick, president of the Illinois State Federation of Labor. The convention then went on record in favor of economic pressure only to obtain shorter hours.

The final session of the labor delegates was the stormiest of the convention, and did not adjourn until early today.

The vote was a victory for President Gompers, who, in an impassioned speech, declared that the Socialist party was behind the attempt to force the federal government to endorse the proposed eight-hour day legislation.

"Power is gravitating from the ballot box to the industrial field," said Gompers.

"That gravitation will go on. I won't trust the fate of labor to politics. I want congress to give us only our freedom to fight on an economic basis our battles, freedom to achieve. I want the travail of sacrifice and the tears of our women, if necessary, upon which to build labor's economic freedom."

After the vote was taken, Fitzpatrick said the action of the convention affected only 2,000,000 organized workers. This brought about a dispute between him and Gompers, toward the end of which Gompers refused to read to the convention a communication from his opponent.

Fitzpatrick Grows Bitter.

"I'm just as good as you are," remarked Fitzpatrick to the president, before resuming his seat, "and you cut that in your pipe and smoke it."

Fitzpatrick's ire was increased through misunderstanding, a word used by Gompers. Gompers said to Fitzpatrick and Barnes:

"Between you two it looks like a case of divinity which shapes our ends."

Fitzpatrick thought he said "affinity."

The convention went on record as favoring an American merchant marine, and refused to take favorable cognizance of naval increases.

In accordance with a resolution taken at a previous session, a committee was appointed to survey the problem of unemployment and vagrancy in the United States.

A resolution was adopted requiring the federation to give serious attention to organizing labor in Idaho.

The convention adjourns tomorrow to meet next year in Baltimore.

MUCH MONEY USED

(Continued from Page 1)

the chartering and loading of some of the vessels and that \$750,000 for relief of German warships was spent under his direction here.

"We expect to show," Mr. Wood said, "that this conspiracy extended from New York to Philadelphia, to San Francisco and New Orleans. We expect to show that Dr. Buenz employed a man named Kulenkamp to clear two vessels in security from Philadelphia at the very opening of the war, telling him that this was desirable because the Hamburg-American line should not appear in the transaction."

"We can prove that one of the vessels, the Berwind, was bought by the Berwind Coal company, and we understand Mr. Buenz wanted Mr. Berwind of the company to carry coal, water, wine, sauer kraut and other needed supplies to the Leipzig, Dresden, Capt. Trafalgar, Eba, Santa Lucia, Eleanor Woerner and other German men of war. These steamers all carried supercargoes placed aboard by the defendants, each supercargo bearing sealed instructions which were opened after the vessel steamed away, sometimes within the three mile limit."

"The defendants, Mr. Wood said, shall show, signed letters which the supercargoes carried and these letters, addressed to captains of the steamers selected to supply German warships, instructed the captains to obey the supercargoes and promised them liberal gratuities for doing so."

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"We shall show that the defendants conspired at various meetings to do all these things; that in so doing they rode roughshod over the laws and treaties of the United States as contemptuously as if those laws and treaties had been mere scraps of paper."

William Rand, counsel for the defense, opened with these words:

"So far as certain facts are concerned, we concede that they are just as Mr. Wood stated them to be."

"We concede that certain ships sailed from American ports to supply German warships and admit that these ships were outfitted by Dr. Buenz and the other defendants, but do not concede that the defendants conspired to do these things."

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T. R. ADVISED HIM

Witness in New Haven Trial
Brings in Former President.Says That Roosevelt Acted as
Mellen's Counsel in Deal.

"SITUATION IS CARED FOR"

Railroad Head Said Trouble
Chance Was Eliminated.Government Goes Into Details
on B. & M. Acquisition.

New York, Nov. 23.—Theodore Roosevelt, as president of the United States, again appeared as adviser of Charles S. Mellen, in New Haven, Conn., in the acquisition of the Boston & Maine railroad—in testimony given at the trial of the eleven former directors of the New Haven road, under the Sherman anti-trust law. Mellen represented the former president as having, in 1907, advised the purchase of the Boston & Maine by the New Haven, however, that "if you do wrong you need not come back to me."

The witness said that Mellen had had an interview with Roosevelt at the White House, in which Mellen told him of the danger of the Boston & Maine "falling into the hands of aliens," if the New Haven did not take it. By "aliens" the witness said, he meant the Canadian Pacific or the Grand Trunk railroad of Canada, and that Chairman Lane agreed with him that such an eventuality was dangerous from a military point of view.

The testimony was brought out after R. L. Batts, attorney for the government, had read into the record an exchange of correspondence subsequent to the interview between Mellen and H. M. Whitney of the New Haven.

The witness said it might be possible that the "little father" at Washington might want to get his finger in the pie, but Mellen never referred to the Boston & Maine deal, "in which case, if it should happen before the public had become reconciled to the fact that it might result in infinite harm to all our interests."

The "Washington situation," Mellen wrote in reply, "I have, I think, completely cared for. One never knows for certain about those matters but the ground has been carefully ploughed and every chance of trouble considered and eliminated."

According to Judge Hawkes, the state will probably go back to the old style of inspection and give a few jobs to the political faithful, if the present law is held unimpaired. Of course that is not Judge Hawkes' expression, but the ultimate result.

If the courts refuse to uphold the present law, the state will probably go back to the old system of oil inspection which is admittedly valid," said Judge Hawkes. "The law enacted in 1913 repealed the old act. But if the 1913 act is not legal, the clause repealing the old act is also illegal. Consequently the 1913 act is void and the old act is in full force and effect. The state will be upset in its entirety and the state will return to the old system of inspecting oil."

The oil inspection suit will come before the state supreme court in January. A decision will probably be rendered in February. Now the Kansas job of state administration has failed to make a place for him, there is a new hope in the chance that the supreme court will give him a new job for 140 and true workers.

FIRE DESTROYS LIBRA

Destruction of Norwegian Ship at
Cadiz Follows Explosion.

Cadiz, Spain, Nov. 22, via Paris, Nov. 23.—The steamship Libra, of the greater part of its cargo was destroyed by a fire which followed an explosion while inflammable goods were being discharged from the hold here today. Several seamen were injured. The Libra arrived Saturday from New York.

The Norwegian steamer Libra, 1,109 tons, which probably is referred to in this dispatch, sailed from New York October 29 for Santa Cruz, where it arrived November 14, clearing later for Naples and Genoa.

Many Ships Used.

"Sixteen or seventeen ships were used," Mr. Wood continued, "by defendants to carry coal, water, wine, sauer kraut and other needed supplies to the Leipzig, Dresden, Capt. Trafalgar, Eba, Santa Lucia, Eleanor Woerner and other German men of war. These steamers all carried supercargoes placed aboard by the defendants, each supercargo bearing sealed instructions which were opened after the vessel steamed away, sometimes within the three mile limit."

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